

The Knoxville Independent

GEO. W. FORD, EDITOR.

718 GAY STREET.

OFFICE PHONE (OLD) 296
RESIDENCE PHONE (OLD) 686

Your Flag and My Flag

By WILBUR D. NESBIT

YOUR Flag and My Flag! And oh, how much it holds—
Your land and my land—secure within its folds!
Your heart and my heart beat quicker at the sight;
Sun-lined and wind-worn, red and blue and white,
The one flag—the great flag—the flag for me and you—
Glorifies all else beside—the red and white and blue.

YOUR Flag and My Flag! And how it flies today
In your land and my land and half a world away!
Roused and blood-red the stripes forever gleam;
Snow-white and soul-white—the good forerunner
dreams;

Sty-blue and true blue, with stars to gleam aright—
The glorious guidon of the day; a shelter through the night

Your Flag and My Flag! To every star and stripe
The drums beat as hearts beat and flutes shrilly pipe!
Your Flag and My Flag—a blessing in the sky;
Your hope and my hope—it never hid a lie!
Home land and far land and half the world around,
Old Glory bears our glad salute and ripples to the sound!



Entered at the postoffice at Knoxville, Tenn., as second-class matter.

Subscription Rates, by mail, one year, \$1.00; six months, 50 cents; three months, 25 cents; single copies, 2 cents.

"No men living are more worthy to be trusted than those who toil up from poverty, none less inclined to take or touch aught which they have not honestly earned."—Abraham Lincoln.

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To Avoid Labor Congestion.

The Pennsylvania committee of public safety issued a statement urging workmen engaged in other industries to refrain from seeking work at Eastern shipbuilding yards without official notification.

"Workmen should be impressed with the fact," said Secretary Belter of the committee, "that the labor situation must not be disturbed. While the government has announced that 250,000 ship workers are needed for the shipbuilding program, this does not mean that industrial employees throughout the country should leave their employment and seek work on the Atlantic seaboard."

Offer Bonds as Loyalty Test.

The vicar of one of the London churches has been requested to cancel publicly \$500,000 worth of national war bonds and war savings certificates, the property of a group of Northumberland miners and tradesmen, "as a guarantee of good faith and patriotism and to prove that their hostility to the conditions of the industrial system is not the outcome of enmity toward the king and government."

Democrat Is Mayor of Kansas City.
Kansas City, Mo., April 4.—James Cowgill (dem.) was elected mayor of Kansas City, according to late returns, which showed his plurality nearly 8,000 over Cyrus Crane, the Republican candidate.



1—The University Union building in Paris, opened as an army club for college men and their friends.
2—American bluejackets going aboard one of the Dutch steamers taken over by the American government.
3—Italian soldiers placing wire entanglements along the Piave river line where an Austrian attack was threatening.

NEWS REVIEW OF THE PAST WEEK

Great German Drive Slowed Up
and Allied Counter-Thrust
Seems at Hand.

AMIENS THE HUN'S OBJECTIVE

British Speedily Check Diversion Attack on Arras—French Stubbornly Hold Line on Oise—Americans Acquit Themselves Well—Uk rainians and Bolsheviks Recapture Odessa.

By EDWARD W. PICKARD.

Another week of the bloodiest kind of fighting failed to bring to the Germans the real victory on which they had so confidently counted, for though the British and French armies had been forced to yield further territory, their lines were unbroken and their spirits undaunted. As the German military authorities, General Ardenne, says, it is not the capture of territory that can bring a decision, but only a victory over and through the shattering of the enemy's armies. So far from being shattered, the allied forces, weary and battered as they are, are full of confidence, and as this is written are but awaiting the opportune moment to strike back with the big army of maneuver which was placed at the disposal of the supreme war council.

Amiens, a most important link in the British line of communications, appeared to be the real objective of the Germans, and they were able during the week to push forward toward that city, along the line of the Somme, as far as Hamel, and a little farther north they took Albert and were holding it against fierce counter-attacks by the British. To the south they had pushed a salient forward a little beyond Montdidier, but there the French came back at them with such elan that they were checked and lost several commanding positions. East of this sector the French troops held stubbornly to their lines along the Oise and on Thursday attacked dashingly south of Noyon and drove the enemy back two miles at the point of the bayonet. It was along this east and west base of the German salient that the allied world expected the great counter-thrust of the army of maneuver to be made. Any considerable advance to the north there it was pointed out, would force the Germans to draw back to save their lines of communication which already are so badly stretched out that they have great difficulty in bringing up artillery and food.

What looked like a diversion rather than a serious threat was the attack of the Huns in the middle of the week at the northern extremity of the line of battle toward Arras. There the British, after giving some ground, repulsed the enemy with terrible slaughter. Presumably this thrust at Arras was made to keep the British from sending men and guns to the sector where their lines join those of the French, but it was so quickly blocked that it failed of its purpose. Extraordinarily bold and successful was the work of the British and French aviators. In their low-flying battle planes they flew in swarms continuously over the battlefields and back of the German lines, playing havoc with the enemy's transports and in inflicting heavy casualties in his reserves. Battles in the air were innumerable, but the allied airmen maintained the upper hand always. The aviators also distinguished themselves, sticking to their firing to the last moment and usually saving their guns when forced to fall back.

On the whole, the developments of the week were such as to restore confidence among the allies, for though the situation was still critical, it seemed that Premier Clemenceau was right when he said that whatever might happen in the next few days, the enemy could not win the path to the sea nor the path to Paris.

Just what part the American troops have been playing in the Somme battle

had not been made clear at the time of writing, but testimony to their excellent fighting was given by a wounded French captain who arrived in Paris. "Entirely new in this war, fare," said he, "the Americans worked like the best veterans."

Some of Pershing's men, at least, were moved over to the sectors left by French troops who were sent farther west to stem the German advance. In their own sector near Toul they had a rather lively week of it, for the German artillery shelled them continuously and seemed to be preparing for an infantry attack. The American guns made effective response, and on occasion drenched the enemy positions with gas shells.

There were increasing evidences during the week that the Italian front is to be the scene of another Tenth drive. Airplane observers reported that heavy re-enforcements to the Austrian forces were being brought up daily from the Rumanian front, together with numerous new pieces of heavy artillery. In the mountain section the artillery duels grew in intensity, and everything pointed toward an early effort to break through to the plains in that region. It was supposed the Austrians believed the Italians would be dispirited by the German successes in France.

The "miracle gun" with which the Germans have been shelling Paris from a distance of 76 miles is now to be a product of the Krupp works, as is proved by the Kaiser's message to Doctor Krupp von Bohlen and Halbach congratulating him on the success of the new weapon. A German ordinance authority says these extraordinary guns are merely being tested on Paris and have been built for the purpose of bombarding London.

Another considerable victory was scored last week by the British forces in Mesopotamia, the entire Turkish army in the Hit area being captured or destroyed. In Palestine Allenby's men continued their advance beyond the Jordan, approaching the Hejaz railway on which they heavily bombed troop transport trains.

The revolt of the Russians against the brutal pillaging of the Germans who have penetrated their country is beginning to bear fruit. Troops of the Ukrainian rada are co-operating with the bolshevik forces and already have recaptured Odessa after a bloody battle, in which naval forces took part. Before that the red guards and armed civilians had retaken Kherson, Nikolayev and Znamenska from the Tenthons. In some places the peasants killed the German soldiers who were taking away their foodstuffs. The Ukrainians were angered by attempts of the Germans to go far beyond the terms of the peace treaty and strip the country of its stores of grain and sugar. It is said a council of German officers decided to continue operations in Ukraine until the power of the bolsheviks there had been eliminated.

Trotsky, speaking in Moscow, declared Russia will never be an enslaved country, though the soviet government is now weak and poor. He said they would introduce compulsory military training for the workmen and peasants and create an army of 300,000 men within eight or ten weeks. The allies still stand ready to support all elements within Russia which will oppose the German invasion.

However, as Gilbert K. Chesterton says, it is plain that the bolshevik philosophy does not prevent a man from fighting; it only prevents him from winning.

Probably it was inevitable that politics should enter into the debates and doings of congress this year, but it has taken a particularly unfortunate turn owing to the senatorial election in Wisconsin. The president, because of his effort to bring about the election of Mr. Davies, is accused by the Republicans of going out of his way to confuse partisanship with loyalty, and for this he was attacked by Senator Smoot and others, who assert the Republicans have not sought to secure party advantage from the war. Senator Williams really started this row by a speech in which he charged that revelations of the failure of the airplane program and of the backwardness of shipbuilding were "poisoned gas" directed by the Republicans against the administration. This was

igorously denied by Senator Jones and others, who contended that the public should be told the truth and not fed on misleading statements of the Progress of our war preparations.

In a follow-up speech Thursday Senator Williams bluntly declared that Senator La Follette should be expelled from the senate, and that Victor Berger, Socialist candidate for the senate from Wisconsin, should be interned. Mr. Williams' colleagues appeared to be startled by this, but not one of them had the nerve to indorse his suggestions.

As to airplanes, it was admitted in the senate that instead of the 20,000 or 12,000 planes the aircraft board had promised to send to France by July 1, only 37 will be shipped, according to the present schedule. Testifying before the senate committee, Gen. Leonard Wood told of the crying need for airplanes for the American expeditionary forces now on the other side. Mr. Creel's publicity committee came in for a sharp reproof for sending out misleading captions on photographs of airplane construction.

On Thursday Senator Overman aroused the senate by making the positive statement that German spies were employed in the Curtiss airplane plant at Buffalo, and that their work had delayed the making of planes for months. These spies, he said, had weakened joints in the planes so that they collapsed, and he exhibited one of the parts so tampered with to prove his assertion. Mr. Overman advocated that the government commander the Curtiss plant and turn out every one of its present employees.

Following the debate in the senate the shipping board issued a statement of its work, showing that since it began its activities 188 vessels have been launched, of which 103 have been completed and put into service. Of the launchings, 103 were requisitioned vessels and 23 were built for the board on contract in new yards. Eleven of the launchings were wood. "Quantity production will win the war, and that is what we are getting," said Chairman Hurley. Negotiations for the transfer of 150,000 tons of Japanese shipping to the United States have been completed, and it is understood much more will follow.

The government, and Great Britain and France as well, continue to emphasize the fact that the basis of victory for the allied cause is an adequate supply of shipping, for America's armies must be transported to France, food and munitions for them and for the allies must be taken over, and for these purposes ships must be provided much faster than the German U-boats can sink them.

The latest report of the British admiralty shows an increase in the number of larger vessels sunk by submarines. As a spur to American activity and enthusiasm, Premier Lloyd-George sent to Lord Reading, British ambassador, an appeal for urgent haste in American troop movements to France. This Lord Reading read at a banquet in his honor in New York. "It is impossible," said the premier's cablegram, "to exaggerate the importance of getting American re-enforcements across the Atlantic in the shortest possible time."

In the German-infested regions of the country the enemy aliens and traitors were unable to restrain their joy over the German drive, and in consequence there were many arrests. It is to be hoped that at least some of the seditionists will be severely punished, but in view of the mild treatment given most of them the hope is rather faint. Americans the country over are growing decidedly impatient with the kid-glove method of handling the spies and traitors who are caught. The feeling that many of them should be stood up before a wall and shot is prevalent, and the action of impulsive patriots in certain sections makes it plain that it would be easy to revive the Vigilantes of the old days on the Pacific coast and clean up the whole unsavory crew. The genuine spy commands a certain amount of respect, his work being recognized in a certain measure as a part of warfare, but there can be only contempt for the disloyal American citizen, whether he be pacifist, I. W. W., senator or plain civilian.

The Making of the Flag



By Wilbur D Nesbit
Author of
"Your Flag and My Flag"

How did we make the flag?

By rule?

By compass, and square, and line;
With pattern, and thread, and the sempster's tool,
To follow the plain design?
Was it only the lore that the draftsmen knew
That gave us the red, and the white, and blue?

How did we make the flag?

Not all

By measuring stitch and seam,
For part of it came from a country call
And part of it is a dream—
Is a vision that led brave souls aright,
And gave us the red, and the blue, and white.

How did we make the flag?

In peace

We fashioned it fold on fold,
In war it was blend with the grim caprice
The drums in their summons rolled.
'Twas the courage alike of the quick and dead
That gave us the blue, and the white, and red.

How did we make the flag?

'Twas thus

It came to its grace and worth,
Through all that is good in the souls of us
The banner has had its birth,
'Twas the holier strength of the purpose true
That gave us the red, and the white, and blue.
Thus have we made the flag?

Ah, no!

By colors that will not fade,
By sinuous sweep and by deathless glow,
'Tis us that the flag has made!
And it whispers today to each star-told state,
"You must hold me high and must keep me great!"



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"MADE IN AMERICA"

Now Is the Time!

You know the European war has temporarily stopped the flow of foreign goods to this shore. Now is the time to learn to use "Made In America" articles. You don't have to buy anything made outside of the United States. This country produces what you want—or it soon will. When you buy at home you keep your money at home and not in the coffers of the European markets.

Great Britain Answers!

London.—The British Government has instructed its agent at Kiev to make the declaration that Great Britain will not recognize any peace in the East which involves Poland, without consultation with Poland.

Explosion on Cruiser Montana.

Washington.—One man was fatally injured, two seriously and five slightly hurt in the explosion of a cartridge case on board the armored cruiser Montana, the Navy Department announced.

Women's Stay in Industry.

In a report on industrial experiences of trade school girls in Massachusetts, issued by the federal bureau of labor statistics, it is stated that the history of the 744 Boston trade school girls, who graduated and then entered their trades, does not support the common theory that the working girls' stay in industry is limited to a few years. After seven years, 66.8 per cent of these girls were still wage earners, 19.4 per cent had married, 9.1 per cent were at home or in school, and 4.6 per cent had died or been lost sight of.